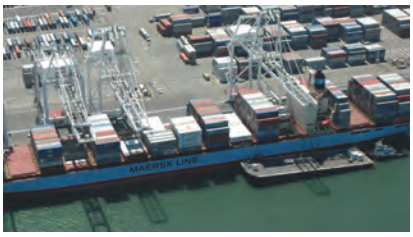
PORT OF OAKLAND

MARITIME AIR QUALITY IMPROVEMENT EFFORTS TO DATE

April 2007



TRUCKING

In collaboration with the West Oakland Toxic Reduction Collaborative Truck Incentives Work Group, in 2005 the Port launched a $3-million program to provide incentives to truckers to replace older trucks with newer trucks. Over 40 trucks have been partially funded to date, and it is expected that up to 80 trucks will be replaced through the first phase of the program. In 2005, Port funding enabled the opening of a new Oakland Maritime Support Services, which provides overnight parking for about 20 trucking companies, custom-designed dispatching services, and other trucking services. The Port recently released a request for proposals for a truck parking/service facility on 15 acres of the former Oakland Army Base.

TERMINAL EQUIPMENT

In 2000, the Port, together with APL, Maersk Inc., Marine Terminals Corporation, SSAT, TransBay Container Terminal, Inc., and Trans Pacific Container Service Corporation, repowered over 60 pieces of diesel equipment and retrofitted nearly 150 pieces. Using Port subsidies, they also began using ultra-low sulfur diesel fuel in advance of state and federal deadlines in 2006. This work was conducted with substantial input from the West Oakland Neighbors.

SHIPPING

The California Air Resources Board recently passed a regulation that requires ocean going ships to use low sulfur fuel in their auxiliary engines, which run equipment while the ships are docked. This regulation is expected to reduce diesel particulate matter, oxides of nitrogen and sulfur oxide emissions throughout the Port area as the regulation is phased in. In addition, in 2006 Maersk, Inc. began using low sulfur fuel in the ship main engines as they approach the Port and while docked at the Port. The Port is also currently evaluating the feasibility of a mobile, alternative fuel shoreside power system that could be used at multiple terminals.

TRAINS

The Oakland International Gateway, a near-dock rail terminal constructed in 2002, effectively removed trucks hauling containers off I-80 between the Port of Oakland and BNSF's rail yard in Richmond, reducing both congestion and air emissions. The Port is studying participation in the California Inter-Regional Intermodal Service, a short-haul rail shuttle that would connect the Port with the San Joaquin Valley, to reduce the need for trucking and improve overall air quality along heavily-traveled corridors. The Port is also studying the feasibility of incorporating electrification in a proposed intermodal rail terminal at the former Oakland Army Base.

ELECTRIFICATION PROJECTS

All of the Port's 37 cranes are now electric, and electric connections have been provided for refrigerated shipping containers on all of the Port terminals. In addition, the Port has installed shoreside connections to power electric dredges engaged in the Port's channel and berth deepening projects. The Port is currently studying the feasibility of providing shoreside electric power to container ships that call at the Port.

OTHER ACCOMPLISHMENTS

The Port is working with the City of Oakland to open a CNG station on Port-owned property in the maritime area. The Board of Port Commissioners and the Oakland City Council both recently took steps toward approving this project. The Port has been using ultra-low-sulfur diesel in Port-owned equipment since June 2002, and in 2006, the Port committed to a phased replacement of its own maintenance fleet with hybrid-electric vehicles. In 1999, the Port gave $659,000 to AC Transit to help repower and retrofit 28 buses assigned to routes in West Oakland and neighboring communities.

For more information, visit our website at www.portofoakland.com.